## APPENDIX A

**"CLEAN" VERSION OF EACH PARAGRAPH/SECTION/CLAIM**
**37 C.F.R. § 1.121(b)(ii) AND (c)(i)**

**CLAIMS (with indication of amended or new):**

16. (NEW) An electrical drive unit or a wheel shaft, comprising:

an electrical machine comprising a radially outwardly disposed stator, a rotor radially inwardly of the stator and rotatable with respect to the stator and a drive shaft extending therethrough the machine;

a transmission unit having at least one input connectable in a rotationally fixed manner to the rotor and having at least one output connectable in a rotationally fixed manner to the wheel shaft such that rotation of the rotor rotates the wheel shaft through the transmission unit;

all of the electrical machine, including the stator, the rotor, the input and the output of the transmission unit and the wheel shaft are coaxial;

at least one converter unit which is combined with and attached to the electrical machine to form a physical combination therewith;

a braking resistor unit arranged in the vicinity of the electrical machine and also disposed around the circumference of at least one of the input or the output of the transmission unit or the wheel shaft.

17. (NEW) The shaft drive unit of claim 16, further comprising a mechanical connection between the converter unit and the electrical machine.

18. (NEW) The shaft drive unit of claim 17, wherein the converter unit is both mechanically and electrically coupled to the electrical machine.

19. (NEW) The shaft drive unit of claim 16, wherein the electrical drive machine has a housing around it with an external circumference, and the converter unit is arranged on the external circumference of the housing of the electrical drive machine.

20. (NEW) The shaft drive unit of claim 16, wherein the electrical drive machine has opposite end surfaces and the converter unit is arranged on one of the end surfaces of the electrical drive machine.

21. (NEW) The shaft drive unit of claim 17, further comprising connector elements for mechanically connecting the electrical machine and the converter unit and the connector elements being mutually complementary for enabling a force fitted connection between them.

22. (NEW) The shaft drive unit of claim 16, further comprising a plurality of the braking resistor units arrayed along the wheel shaft in the axial direction in a plane in an annular shape around the circumference of the drive shaft of the electrical machine or the wheel shaft.

23. (NEW) The shaft drive unit of claim 16, further comprising a plurality of the braking resistor units each having a respective geometrical structure in a circumferential direction of the drive shaft of the electrical machine or of the wheel shaft for at least partially enclosing the drive shaft of the electrical machine.

24. (NEW) The shaft drive unit of claim 24, wherein each of the braking resistor units has an annular shape.

25. (NEW) The shaft drive unit of claim 25, wherein the plurality of braking resistor units are arranged alongside one another; the braking resistor units are each of modular construction and are adapted to be mechanically and electrically coupled to one another.

26. (NEW) The shaft drive unit of claim 24 wherein there are a plurality of the braking resistor units arranged alongside one another and annular in shape.

27. (NEW) The shaft drive unit of claim 16, wherein the electrical machine is a transverse flux machine.

28. (NEW) A drive system including a shaft drive unit as claimed in claim 16 and a power supply system for the drive shaft unit.

29. (NEW) The drive system of claim 29, wherein the power supply system comprises a fuel cell electrically connected to the electrical machine.

30. (NEW) The drive system of claim 29, wherein the power supply system comprises an internal combustion engine;

the electrical machine being mechanically coupled to the internal combustion engine and can be operated as a generator in the traction mode; and

an electrical coupling connecting the power supply system to the electrical machine for the shaft drive.